

## GREAT BAYONNE FREIGHT TERMINAL

Docks for 30 Liners and 1,000 Car Yards Planned at Cost of \$7,234,545.

If the people of Bayonne are willing to spend \$7,234,545.98 the Bayonne peninsula jutting out into New York bay will be developed as a great industrial terminal where thirty big freighters and many lighters and canal boats may be accommodated at one time and with a freight yard for 1,000 cars. The scheme has the support of the Board of Commissioners of Bayonne, the New Jersey State Board of Commerce and Navigation and many of the big civic bodies in that part of New Jersey. New Jersey feels that it is not realizing as much as it should on the wonderful possibilities and the growing business of the port of New York.

The Bayonne Terminal will be a great undertaking and will make itself felt in many directions. It will be hitched to all the nearby towns and settlements by trolley, and even Manhattan will be directly connected with the terminal by a ferry system for passengers and vehicles.

The project has been under consideration for some time. In fact the plan was maturing for years, so to speak. Legislation was recently passed by the New Jersey Legislature for the purpose of securing for Bayonne adequate and proper dockage facilities for a big terminal.

R. P. Cresson, Jr., chief engineer of the New Jersey State Board of Commerce and Navigation, and P. Van Z. Lane, engineer of the Bayonne Chamber of Commerce, have just made their report on the matter.

The site selected for consideration extends from a point between East Thirty-fifth street and East Thirty-sixth street to East Forty-sixth street and from the National Docking Railroad to the Atlantic Ocean, comprising about 420 acres, of which approximately 400 are undeveloped. It is in an undeveloped state. Most of it is owned by the State of New York and practically all of the water-borne commerce of the port passes in front of it.

The plans provide for four miles of bulkhead, platform, 1,350,000 square feet of one-story bulkhead sheds, 7,000,000 cubic feet of two and three story bulkhead sheds and over 200 acres of industrial buildings, trolley and highway connections, railroad sidings and float bridges for railroad cars.

The total estimated cost of the terminal is \$7,234,545.98, of which \$2,121,474.44 is for dredging, bulkhead and reclamation and \$5,113,071.54 for the other facilities. These estimates provide for interest on the cost during construction and provide for a thirty-five foot deep waterway.

The project will add to the port of New York 20,000 linear feet of deep water wharves against which vessels can dock where there now exists less than 2,000 linear feet of undeveloped wharves which can be reached now only by boats drawing one foot of water.

**TORRENS IN THE FAR EAST.**

**Philippines and Hawaii Have Had System for Many Years.**

Registration of land titles under the Torrens system has been in operation in the Philippines since 1902 and in Hawaii since 1903. The United States Government has made registration compulsory in Hawaii for land owned by corporations and in the Philippine Islands for Government property. Under the Torrens system, a landowner registers his title with the Registrar-General, who issues a certificate of title. This certificate is a legal document which proves the owner's title to the land. The system is simple and efficient, and it has been found to be a great benefit to the landowner and to the public.

On December 31, 1915, there was in the Philippines 1,151,151 acres of land registered under the Torrens system. The total value of the land registered was \$1,151,151. The system has been found to be a great benefit to the landowner and to the public.

The laws for both Philippine Islands and Hawaii are drawn on the model of the Massachusetts law and their success has been evidenced by the fact that the Philippines and Hawaii have had the Torrens system for many years.

In New York the example set by Massachusetts was not followed. The amendments proposed by Register Hopper containing essential features are to be introduced at the next Legislature. They are expected to give New York and owners the same opportunity for quick, safe and economical registration of titles that is enjoyed by owners in Massachusetts.

**Apartment Life to Be Added to Long Beach**

A new field of building operations has been opened at Long Beach by J. C. Hammond, who is erecting a high class apartment structure on the Board Walk in the Trouville block. The building, four stories high, runs through to Front street and is of Georgian style of architecture. It is owned by Steward Wagner, which conform with the restrictions of this district.

Eleven apartments of three, four, five and six rooms each and a garage are included in the fireproof building. Both fronts are of Harvard brick with white wood trimmings. Balconies run the length of the main doors on both fronts and an eight room apartment on the upper floor has a Loggia enclosed in plate glass across the ocean side.

**LAWYER'S REALTY AT AUCTION.**

Property of Late D. E. Seybel to Be Offered This Week.

The real estate holdings of the late Daniel E. Seybel, who for many years was a member of the law firm of Pettretch, Silberman and Seybel, will be sold at auction on Tuesday in the Exchange Salesroom at 14 Vesey street by Joseph P. Day. The properties will be sold to close his estate. The Seybel properties include dwellings, flats, well located plots and country dwellings.

**CITY HEADS TO TALK.**

F. J. H. Kracke, Commissioner of the Department of Plant and Structures of the city of New York, will make an address on the internal workings of his department as they affect the Bronx at the November meeting of the Bronx Board of Trade to be held in the Board of Trade Rooms, 1710 street and Third avenue, next Wednesday evening. At the December meeting to be held December 27 the speaker will be Raymond A. C. Smith, Commissioner of the Department of Docks and Ferries, who will make an address on the improvements of the Bronx waterways.

**PROVIDING HOMES FOR THOUSANDS**

Eighty-eight Dwellings and Flats Planned in One Week for Brooklyn.

New construction in Brooklyn doubled in volume last week as compared with the preceding week. Plans were filed for 107 buildings to cost \$24,650. Seventy-four small dwellings to cost \$208,250, fourteen tenements to cost \$244,600 and nineteen structures of a miscellaneous character to cost \$154,900 are among the projections.

Ten one family dwellings will be built by Isaac W. Weston on the north side of Tenth street, east of Chester avenue at a cost of \$25,000. The East Twelfth Street Building Company will erect ten similar dwellings to cost \$40,000 on the south side of East Twelfth street north of Avenue N. On the north side of Carroll street, 220 feet east of Kingston avenue, the Harris Building Company will build three two story brick one family dwellings at a cost of \$16,500. Four two story brick dwellings will be built at a cost of \$18,000 by the Sheridan Construction Company on the west side of Miller avenue south of DuMont avenue. Joseph Katina will build four similar dwellings at a cost of \$14,000 on the east side of West Twenty-eighth street south of Neptune avenue. The New Section Realty Company will erect four similar buildings at a cost of \$16,000 on Newport avenue at the

**BUILDING HERE DISTURBED BY PRICES**

Upward Trend of Material Serious—Lumber Rates Now on the Advance.

High prices of building materials influence to have a disturbing influence on building construction in the New York market, says the Dow Service Daily Building Report. Hereafter framing, stone, metal and composition building materials have featured the price advancing movement. This week lumber follows suit.

North Carolina pine has advanced 50 cents to \$1. Cypress shows a 50 cent to \$2 gain. Yellow pine is \$2 to \$4 higher and flooring has advanced about \$1. White pine advances are looked for on account of car shortage and lack of labor from most of the logging centres. Short supply has advanced about \$1.50. Short siding is up about 50 cents to 75 cents and shingles from 5 cents to 20 cents, depending upon the grade. Thick birch is now \$3 to \$4 higher and gum quotes an advance of \$2 to \$4. Hardwoods show a possible advance in all lines except one-quarter inch poplar.

The Portland cement situation is acute. Reasons for the further advance in the near future are shown in the fact that October shipments out of the two districts supplying New York and vicinity were 20 per cent greater than in the corresponding month last year. Stock in these two districts is 1,500,000 barrels

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